

THE GOAT

"A" "H Q" "B"

ROYAL CANADIAN DRAGOONS

MONTHLY CHRONICLE

Entered at the Post Office Dept. Ottawa, Ont., as second class matter.

Published at St. Johns, P.Q.

Yearly Subscription, \$1.50
Post Paid to all parts of the world



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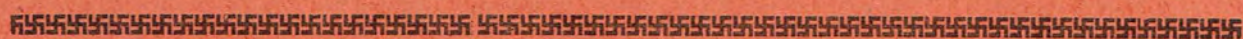
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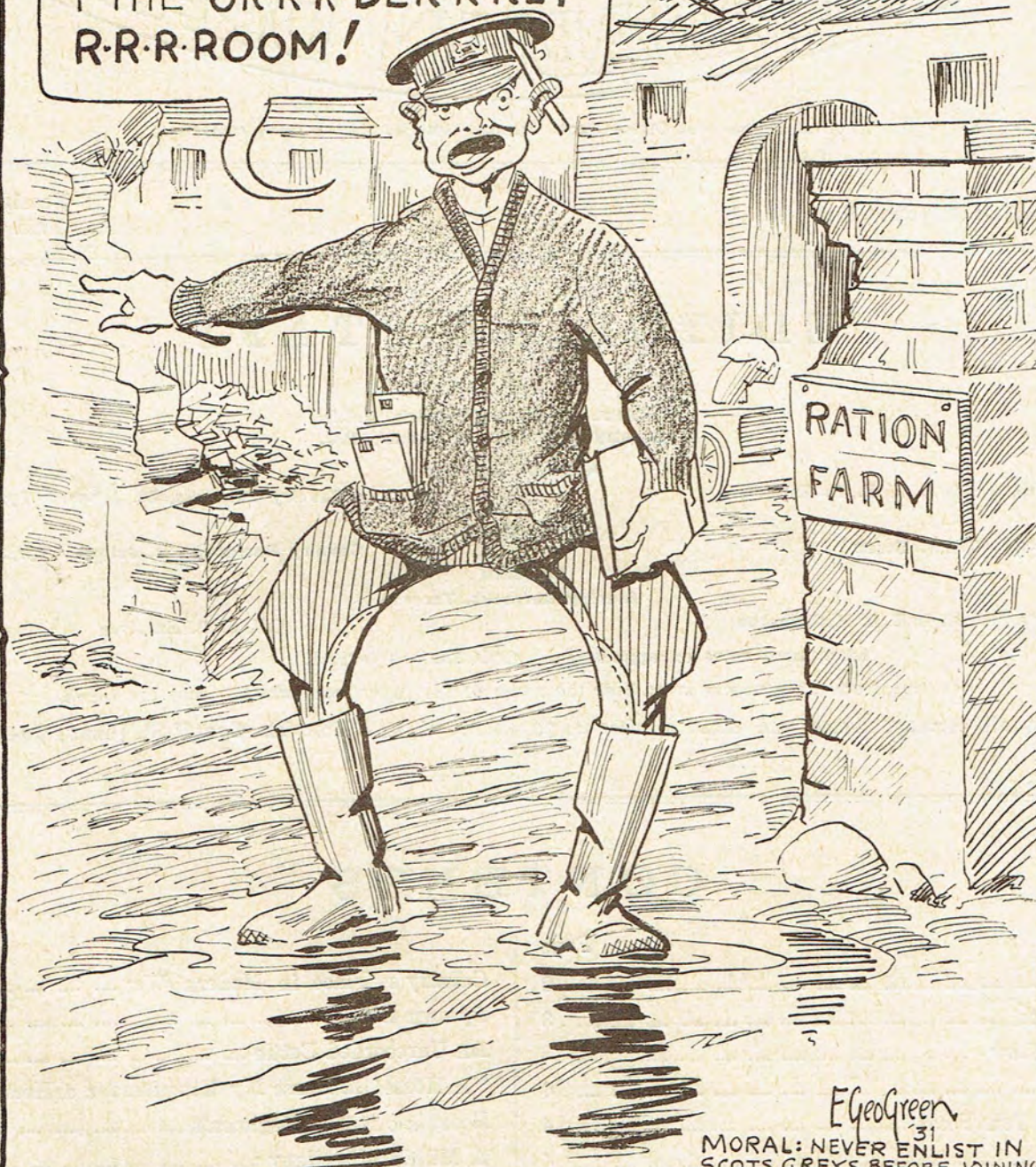
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E GeoGreen

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SCOTS GREYS BEFORE JOINING
UP IN R.C.D.'S.

Personal & Regimental

Lt. Col. Wilson Fitzgerald D. S.O., M.C., Commanding 1st The Royal Dragoons is on leave in England and in a letter to the C.O. sends his very best wishes to all members of the R.C.D's.

Hearty congratulations to 2nd Lieut. E. W. H. Berwick, on his promotion.

The following Officers and N. C.O's have proceeded to Ottawa this month where they will attend the Canadian Small Arms School, Connaught Ranges, Ottawa.

Lieut. J. H. Larocque.
2nd Lieut. E. W. H. Berwick.
S.S.M. F. W. Harding.
S.Q.M.S. T. Sheehy.
Q.M.S.I. E. J. Manning [I.C.]
Q.M.S.I. Hallet, [I.C.]
Sgt. E. Boucher.
Sgt. W. Jewkes.
Cpl. C. J. Quartly.
Cpl. R. Russel.
Sgt. Ins. G. C. Simpkin.

S.M.I. (W.O.I.) T. A. Aisthorpe, D.C.M., at Aldershot Camp, N.S., and Charlottetown, P.E.I., as Assistant Instructor N.P.A.M.

St. Catharine Horse Show.

Royal Canadian Dragoons Win Inter-Municipal Trophy Outright

The Royal Canadian Dragoons' Team, representing Niagara on the Lake, last night took permanent possession of the inter-Municipal Trophy at the concluding performance of the 8th Annual Horse Show at the St. Catharines Riding and Driving Club. Major classes made the performances the finest of the show, and the audience which overflowed the seating capacity and hugged the rails enjoyed it to the utmost.

The Sterling Silver Challenge Trophy, for Inter Municipal teams was presented to Captain Stuart C. Bate of Niagara Camp, by E. T. Sandell, Esquire the donor.

The Trophy, Mr. Sandell, recalled was first presented for competition in 1919, when it was won by the Kaufman team representing Pittsburg. In 1930 it went to the Sifton Stables, Toronto, in 1931 to the Royal Canadian Dragoon's team, and in 1932 it was again won by the Sifton Stables, Toronto. In 1933, the Royal Canadian Dragoons' Team again won the trophy, and this year, they won the trophy outright. Mr. Sandell expressed the hope that he would be able to replace it next year with another Trophy.

[From the St. Catharines Standard, Saturday June 23rd, 1934]

The R.C.D. Team as follows, which won the Inter Municipal Trophy for the third time, thus winning the Trophy outright, deserves the congratulations of all ranks of the Regiment for again demonstrating that our 'jumping horses are the equal of any on the continent, giving an exhibition of horsemanship that has seldom been equalled. Capt. S.C. Bates, on "Keodore," Capt. C. C. Mann, on "Peggy McNeill," and Lieut. A. P. Ardagh, on Spats" comprised the winning team. "Keodore and "Spats" are the property of Capt. S. C. Bates.

Other results were as follows:

Unicorn Hunter Teams:

1st—Capt. S. C. Bates on "Keodore"
Lieut. H. A. Phillips, on "Bendore."
Lieut. A. P. Ardagh, on "Mountain Topp."
3rd—
Capt. S. C. Bates, on "Spats."
Lieut. A. P. Ardagh, on "Mike"
Lieut. H. A. Phillips, on "Musolini."

Handy Hunter Class

1st—Lieut. A. P. Ardagh, on "Mike."
2nd—Captain, C. C. Mann, on "Peggy McNeill."

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1st—Capt. G. F. Berteau, on "Bob."
2nd—Captain S. C. Bates, on "Bendore."

Best Hunter, Owner not owning More than 3 horses

1st—Capt. C. C. Mann, on "Peggy McNeill."
2nd—Capt. C. C. Mann, on "River."

N.C.O's and Troopers Jumping

1st—L/Corporal W. T. Morgan, on "Paddy" B. 112.
2nd—Sergt. F. A. Green, on "Boxer" B. 40.
3rd—L/Cpl. F. R. Parker, on "Black Velvet" No. B 73.
4th—L/Cpl. F. N. Stafford, on "Belonna" No. B 96.

Military or Police Mount

1st—Sergt. J. Y. MacDonald on "July" B.18.
2nd—Sergt. F. A. Green, on "Boxer" B. 40.
3rd—Tpr. P. J. Lennon, on "Joe" B. 61.
4th—L/Cpl. H. W. Price, on "Jimmie" B. 55.

We welcome to Cavalry Barracks this month Tpr. J. H. Martin and Boy R. J. W. Hider, who have both joined the ranks.

We acknowledge with thanks the 4/7th Dragoon Guards Regimental Magazine, The Canadian Veteran, and the Connecting File.

Q.M.S.I. T. King has been detailed as instructor at Prescott for a few days after which he will proceed to Port Stanley for further instructional duties.



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St. Johns Notes.

GARRISON CORPORALS' MESS

The Garrison Corporals' Mess which was opened the 1st of the month is going ahead nicely. Everything is very well fitted up and we hope that the members who have been away on Command in Otawa will get a surprise when they see how nice everything is thanks to the work and co-operation of those N.C.O.'s who are carrying on down here.

We regret the departure this month of three very popular men who have left the service to seek further activities in civvy life. Tpr. H. Munro who is very well known both in "A" and "B" Squadrons joined "B" Squadron in 1927 where he served for a number of years. Leaving "B" Squadron he spent a short time in civilian life finally joining "A" Sqn. at Cavalry Barracks. St. Johns where he served up to the time of his departure in June 1934.

Tpr. Munro always took a keen interest in football, basketball, boxing and other sports held in the squadron.

Tpr. R. N. Staples, another "Pal" who has left us joined the Ranks in 1932. When not actually in sports himself such as basketball, hockey, baseball and boxing, etc. Tpr. Staples lent a very willing hand. He was official "stick carrier" for the Garrison hockey team for two winters, a job that is not as easy as it looks. He played on the Junior basketball team during the winter and was always on hand for Troop hockey and other games. And last but not least is Tpr. R. E. Hardy who joined "A" Squadron in 1931. Being of a lively nature he soon took over the duties of Assistant Editor for the Goat Publication. He held this Editorial position for over a year.

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Finally deciding that the "Trumpet was mightier than the pen" and wanting to test out this theory he took up trumpeting. He also decided that the lads wanted waking up in the morning, this was done in a very efficient and effective manner. It is true that some of them used to be under the impression that Reveille was Mess call, this happened very seldom and one is apt to be under quite a few impressions first thing in the morning. Tpr. Hardy carried on this duty up to the time he left us in June 1934. These men will be very much missed in the Squadron and we wish them every success and the best of luck in their civilian life.

Point aux Trembles.

Another trip to Point aux Trembles is left behind us for another year. When the first and second parties journeyed down there, most of them machine gunners, the weather was not all what it might have been, considerable rain being enjoyed by all during their stay. It was rumoured that two young braves journeyed to Montreal one night and tried the effect of having their finger nails tinted—the less said about that the better—we hope there is no truth in the matter although we have our suspicions.

By the time the third party arrived down there, July 2nd, the weather had changed considerably for the best. Everything was much the same as the year previous with the exception of the old white Goat, that looked different somehow, it looked actually respectable.

The musketry this year was very much improved, the machine gunners did very well while the recruits showed promise in good shooting. A good afternoon's sport was held the last day when the usual battle practice varied somewhat from other years. Two sections, consisting of 8 men apiece were made up with Cpl. F. W. Lawrence, in charge of one section and L/Cpl. Watson in charge of the second section. Various white steel plates were placed at certain distances from one another in front of the butts. The first section, advancing down the range had to

take up a prone position at 200 yards and endeavour to knock down these plates in a given time. In the prone position these plates were hardly visible in some cases due to the long grass but never the less they all went down in short order. The second section in charge of L/Cpl. Watson in advancing down the 200 yards ran into a little hard luck. It so happened that the light changed so that to Cpl. Watson's section the plates took on a different appearance making them a little harder to fire at. They all went down but it took a little longer than the first section so Cpl. Lawrence's party was declared the winner.

After firing at a few moving targets two benches were set up in front of the butts, some distance apart from one another. These each had six plates apiece on them. The competition was fired from the 100 yard and consisted of the poor shots shooting it out against the good. In many cases it was the poor shot who bit the plate making himself eligible to shoot again while the good shot was struck out [if he missed.] This elimination finally came down to such a point that it left Cpl. Lawrence and L/Cpl. Dobson to shoot it out. Speculation was high and it was only financial embarrassment on the part of some that a few bets were not put into circulation.

They were two pretty busy men for the few minutes that this competition lasted. The luck that had started with L/Cpl. Dobson left him while Cpl. Lawrence was proved the winner and the Champion. Cpl. Lawrence had won two competitions for the section while Cpl. Dobson had won one. Taking everything into consideration it was a very good trip and one enjoyed by all even to one of our barrack dogs who sneaked on the train at the last moment and was not noticed until well on our way. He behaved himself like a gentleman even if he did get off at the wrong station and was not noticed until the train was pulling out. He was unceremoniously yanked in by the scruff of the neck and deposited in no uncertain order under a seat and told to 'stay put' which advice he took for the rest of the journey.

THINGS WE WOULD LIKE TO KNOW

What a certain young brave in First Troop thinks of buggy rides?

What is meant by a trial explosion?

What a certain N.C.O. means by the expression "When I get my china?"

Heard at Point Aux Trembles

Instructor (to Trooper Blank): "Stop, don't waste your last bullet. Nineteen are quite enough to blaze away without hitting the target, go behind that shed and blow your brains out."

Trooper Blank walked sadly away and a few minutes later a shot rang out.

"Good heavens" has that fool done what I told him?" cried the Instructor running behind the shed. Great war his relief when he saw Trooper Blank coming towards him. "Sorry, sir," he said apologetically "Another miss."

News of Other Days.

TEN YEARS AGO

Items taken from The Goat, of July 1924

Lt. and Bt. Capt. S. C. Bates, has transferred to the Royal Canadian Dragoons from the Royal Canadian Regiment.

Major General J. H. McBrien, C.B., C.M.G., D.S.O., Chief of the General Staff, paid a flying visit to the camp on Saturday, June 21st. He arrived on a Vickers machine about 8.30 a.m. Inspected the different units at work in the field and afterwards visited the camp lines, and incidentally renewed acquaintances with some of the old N.C.O.'s of the Regiment who were glad to see him.

Trooper Dave Gardener has now taken over the arduous duties of "Bobagee" with the rank of Acting Sergeant. There are no complaints.

The following N.C.O. Instructors of the R.C.D. are employed at the Canadian Small Arms School. Q.M.S.I. Brown, S.S.M.I. H. E. Karcher, M.M. Sgt. Ins. F. Cox, Sgt. Ins. J. M. Hallet.

The results in the competition for the Riley Shield presented by Lt.Col. James J. Riley former Commanding Officer 17th D.Y.R.C.H. for horsemanship which took place June 25th were:

First—Capt. M. Drury, R.C.D. on "Jazzette" 90 points.

Second—Capt. D. A. Grant, M. C., on "Teddy" 85 points.

Third—Major R. B. Nordheimer, M.C. R.C.D. on "Peg Leg" 80 points.

The other competitions in order of merit were: Major Brady, M.C., 11th Hrs. 75 points; Capt. Miller, E.T.M.R., 75 points; Major H. Stetthem, R.C.D. 70 points; Capt. Todd, 17th D.Y.R.C.H., 65 points; Capt. E. B. Leblanc, R.C.D. 65 points; Capt. Johnson 17th D.Y.R.C.H., 65 points; Major Wade 17th D.Y.R.C.H., 60 points.

Lt. Col. Hooker, 17th D.Y.R.C.H. did not finish owing to his horse coming down and injuring the riders knee.

The winner of this event last year, was Capt. Johnston, 17th D.Y.R.C.H.

Recently, a man charged with drunkenness, first offence, pleaded that it came on to rain and he took refuge in a saloon, his beverage was not specified, but it may have been a case of any port in a storm.

Although there are many things to think of these days, the chief thought being on "How to keep cool and busy at the same time" let us remind you that our Advertisers are always very willing to serve you at all times. They help us let us help them and give them our support whenever possible.

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SOME MOTH

"Trooper Green" said the Sergeant, "How come holes in that cloth?"

"Oh Sergeant you have spotted the nest of a moth."

And the Sergeant in doubt said: "We'll give it trial!"

"Go put me that moth in an alcohol phial."

So the Trooper pranced off with intentions most risky.

And he and the moth both got canned up on whiskey.

The Trooper was clapped right away in the klink.

For gross breach of discipline, far too much to drink.

What's the moral of this? be keen on the watch

Don't get pickled with moths in Mountain Dew Scotch.

D. W. Madge,

Station Hospital, St. Johns

MORE MILITARY HOWLERS

Answers from test questions set on Royal School examinations.

Ques.—What is the system of shoeing horses in Camp?

Ans.—Last year I had to get my horse shod in town.

Ques.—What is meant by cold shoeing?"

Ans.—"Cold shoeing is used so as not to draw moisture from the horse's feet."

Ques.—"What is meant V. I.?"

Ans.—"Vert. Indication, and vertical line were the answers given."

Ques.—"What is a Cossack post?"

Ans.—"It is a post of Russian Cavalry."

Ques.—"What are the advantages of the Heliograph?"

Ans.—"The helio is one of the cheapest instruments that can be used as you don't have to buy batteries."

Ques.—"You are an advanced point of on Advanced Guard. You suddenly come upon a small patrol of the enemy. What would you do?"

Ans.—"I'd never let the old flag fall."

Ques.—"What is strategy? Give an example?"

Ans.—"When in battle, and you are out of ammunition, and you don't want the enemy to know it, it is good strategy to keep on firing."

Notes from Niagara.

A Musical Ride went to Toronto for the Centennial Celebration early this month, and from what we hear, the Ride was as usual very excellent and earned the praise of the large crowds each night. Captain S. C. Bate, was in charge of the Details.

We are glad to hear further favourable reports on the condition of Lt. Colonel R. S. Timmis, D. S.O., and are hopeful of having him back in Camp before the Old Comrades' Picnic takes place.

The following personnel are attending Courses at the Small Arms School Ottawa—Lieuts. A. P. Ardagh, H. A. Phillips, A. D. Mann, J. D. Smith, Sergts. J. Langley, F. A. Green, F. L. Nickle Corporal E. Webb and L/Cpl. W. T. Morgan. We wish them all the best of luck.

S.S.M.I. J. Copeland, D.C.M., and Sergeants Instructor H. F. Costello, and R. Harris, are also at the Small Arms School.

We were glad to have ex-S.S.M. C. W. Smith with us in Camp for a few days during June. "Charlie" is looking very fit and well, and we hope he enjoyed his brief sojourn under canvas.

Ex Trooper "Harry" Lauder also a visitor to Camp, and was very glad to see so many of the Old Faces.

While in Toronto we had the pleasure of meeting ex Trooper Peterkin who asked for news of all the boys. He is also looking very well, and seems to like "civvy life."

We extend hearty congratulations to S/Instr. Paul Godin, and his Company Baseball Team on again winning the Inter Unit Baseball Game. We don't remember a better team representing the R.C.R. and they deserved their victory.

Camp Sports are being held in August, after the candidates return from Ottawa, and we expect to again atone for the defeat at Baseball, as in former years.

We congratulate those winners at the St. Catharines Horse Show particularly Sergeant F. A. Green, who won 2nd place in the Jumping and Saddle Class, with the same horse. Something of a record in N.C.O. and Trooper events we think.

Congratulations are also in order to Messrs. Searle, Shacklady, Baldwin, Deeming, Figg, Price, and Knights who were successful in part in the March examination for 1st Class Army Educational Certificates.

Here and There.

Writing from the Land of Forgotten Men, we hasten to explain ourselves....the Ride having gone to Toronto, there are but a handful left to fly to the defence of any village or town threatened by the Warlike Tribe from the North which has been much in action of late....however, having with us still such doughty warriors as Jo-Jo Gough, and "Hughie" Walton the latter now a combatant once more, we spend much of our time broadcasting news about the strength of the Troops in Camp, with the result that the said Tribe feel far from Warlike just at present.....we made a flying trip to Toronto on July 2nd. where we had an enjoyable time watching the troops run around a whitewashed barracks with their tongues hanging out.... someone said that they were all 'tack-wallahs' with the exception of three and we think that this should read the other way round.....however, we enjoyed a pre-view showing of the Exhibition, and certainly the flyers from Blighty provided many thrills, although we are forced to confess that the Borden Laddies were every bit as good, and in fact had us thoroughly misled....the Barracks looked very trim, and white, so did the horses, and some of the men.....we noticed the usual cloud of white dust when the Ride turned out, and also witnessed a preview showing of the same Ride on the lawn before they went over to the Grandstand with the result that the horses thought they were through for the day, and objected to having to do two rides in the one night.....however, the Ride

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(on the lawn) was very good, and many people had the rare privilege of seeing the Ride for nothing....Camp was very quiet during the weekend and perfect harmony prevailed....we came out of a three year retirement and did "one" for the Horses, also we "took" the Exercise Ride the following morning, and generally spent a day with the horses....we are forced to admit that we still felt quite at home with a fork, and broom, to say nothing of the wheelbarrow, and also that we had no difficulty in watching the horses the night previous..Jo.Jo Gough obliged us with a thrilling exhibition of aquaplaning behind a led horse, and without an aquaplane at that, and generally speaking, we rather enjoyed the week end.....everybody was happy, and worked with a will, finding plenty of time for golf, the latest craze to hit the boys....the Troop Leaders during this memorable period were "Idwell" Morgan Jo-Jo Gough [with loud sounds of protest from "Hughie"] and "Bad Man" Wolfe, altogether a trio of undeniable leadership and stirring courage....the only flaw occurring when Albert Henry detailed "Hughie" as his batman causing "Hughie" to send a wire away.....we hear about the two braves who went over to see the Old Fort at Youngstown, and did all their viewing from a small place just across the road, where they found unlimited hospitality, coming back at 9.30 feeling very full of State and Stripes....nice going Jake....a truly friendly gesture we must admit.....several Dark Horses turned up at the 1st Class examinations, notable among them being L/Cpl. Searle and Driver Baldwin.... congratulations all round fellows, and stay with it... ..congratulations also to those who qualified for St. Johns' Ambulance Certificates and the best of luck to you lads up at the Small Arms School....in this craze for higher learning we are very much left out of it, but we did a smart bit of tailoring on our flannels, which might earn us recognition for a Centennial Medal if we ever show them in Toronto [very doubtful]....we heard a lot about a "wedding" in Toronto, on June 28th but so far have been unable to name the unlucky man.....

"Wotta" Payne has that "worried" look about him which bespeaks some half section work. [Don't say we are wrong], and of course, the R.C.R. won the old Ball Game when a select bunch of our players selected an equally select team....we put this in as a protest against the Connecting File who made no comment on the fact that we won the hockey match last winter....a ring-side description will be found elsewhere (and in the C.F.).....we made a tour of Camp Lines on Wednesday the Famous 4th and discovered that we were the only man in Camp, and still full of the inherent fear of that Warlike Tribe, we stayed in, armed to the teeth....it has been a good Camp so far, the highlights being the sudden rise of Mens' Mess stock the showing of our Officers at St. Catharines, the thrilling exhibitions of cricket and baseball [sometimes very much mixed in the score] put on by the Troop Teams, and the steady rise to prominence of Joe Willis, who is threatening Hank Ceiman's supremacy at walking marathons.....the local Dance is much patronized by the boys, as are certain famous places over the River....we did a nice bit of work with two tires on one evening, and got away with it.... Posy Powers is still the "Belle" of the Camp, and is spurned by several of the city Fathers on account of his kidnapping experiences.....tsk.. tsk....and now we are forced to settle down to our days work....we "do" this, first thing in the morning as a rule, as our dulled brain is then hitting on all six....we are still waiting for some news from Old Comrades, but so far the only news we get is what we happen to get ourselves, which isn't exactly co-operation.....what about it Old Comrades?...and so we leave you in peace for another month.....don't let the heat get you down..... J. B. H.

Medical Officer: "What's wrong with you, my lad?"

Private Blank: "Bad knock, sir, hit in the stummick with a dud shell."

Medical Officer: "Ridiculous, you are mad man."

Private Bland: "Yes Sir, put that down too."

**Inter-Unit Baseball
Game.**

R.C.D. 11 vs. R.C.R. 24

1st Inning, R.C.D.

Galloway struck out, Martin went out swinging, Mills out Wilson to Frape.

R.C.R.—Godon walked, Fawcett bunted along third base both runners being safe. Anthony looped a hit over second scoring Godon. Wilson bunted along 1st base scoring Fawcett, Anthony going to third. Frape's hit got away from Martin and Anthony scored. Hill singled through short scoring Frape, and scored himself on a bad throw to third. Grindley singled over second and took second on a passed ball. Hubbard lined a single to left, a fast throw holding Grindley at third. Hubbard stole, Moran out, Wright to Stafford, Grindley scoring on the play. Godon walked for the second time in the inning. Fawcett singled to right scoring Hubbard and Godon, Fawcett stopping at 2nd. Anthony flied out deep to centre, Berkin making a nice running catch. Fawcett went to third on a passed ball. Wilson hit to Martin who juggled, Fawcett scoring. It was an error for Martin, Wilson going to third on the play home. Frape struck out.

10 runs, 7 hits, 3 errors none left on.

2nd Inning, R.C.D.

Stafford singled through the box, and went to 2nd on the throw. Wright sacrificed, Stafford going to 3rd. Stafford scored the first run on a passed ball. Berkin safe on Wilson's fumble. Berkin went to 2nd on a wild pitch. Ward safe when Fawcett fumbled his bid for a hit. Berkin scored on another wild pitch. Raven lined a double to left field scoring Ward. Walton went out swinging. Galloway out to Frape unassisted.

3 runs, 2 hits, 2 errors, 1 left on.

R.C.R.—Hill out, Martin to Stafford. Grindley struck out. Hubbard out, Wright to Stafford.

3rd Inning, R.C.D.

Martin doubled to left, it was a high fly and Grindley could not

reach it. Mills singled through short, Martin going to 3rd Stafford out. Godon to Frape, Martin scoring on the play. Mills took 3rd on a passed ball. Wright struck out, Berkin out, Fawcett to Frape. 1 run, 2 hits, no error, 1 left on.

R.C.R.—Moran flied out to Galloway. Godin singled over short and went to 2nd on the throw. Fawcett singled to left scoring Godin, and went to third on two passed balls, Anthony singled to left and went to third when Berkin fumble. Fawcett scoring. Anthony scored on a wild pitch. Frape lined a hit over third base. Hill singled over 2nd, Frape scoring Grindley scored Hill on a hit to left field. Hubbard flied out to Galloway. 5 runs, 6 hits, 1 error, 1 left on.

4th Inning, R.C.D. Ward flied out to Hill in deep right. It was a nice catch by Hill. Raven struck out. Walton flied out to centre. No run, no hit, no error, no nothing.

R.C.R.—Moran out, Wright to Stafford. Godon bunted and stole 2nd. Fawcett flied to Mills, Anthony flied out to Berkin. 0 run, 1 hit, 0 errors, 1 left on.

5th inning, R.C.D. Galloway safe on Hubbard's error, Galloway stole, Martin struck out, Galloway taking third. Mill lined a single to centre scoring Galloway. Stafford doubled to left scoring Mills. Wright struck out. 2 runs, 2 hits, 1 error, 1 left on.

R.C.R.—Wilson out to Stafford unassisted. Frape lined a hit to short, who fumbled, and Frape went to 2nd. Frape stole 3rd, it was a close decision, and seemed to unnerve the R.C.D. pitcher Grindley struck out. Hill safe on Martin's error. Frape scoring. Hubbard flew to Wright. 1 run, 1 hit, 2 errors 1 left on.

6th Inning, R.C.D. Ward safe on Godon's error. Raven safe on Hubbard's had throw to first, Ward taking 2nd. Both runners advanced on a balk Ward stole home, and Raven went to third, Raven scored on a wild pitch. Walton walked. Galloway singled to left and went to second on an unsuccessful attempt to get Walton at 3rd. Martin on. Godon to Frape. Walton scoring on the play. Mills out, Hubbard to Frape, Galloway scoring on the play. Stafford lined a hit to left, and stole second. Stafford went to 3rd on a bag peg to 2nd. Wright out, Hubbard to Frape. 4 runs, 1 hits, 3 errors, 1 left on.

R.C.R.—Moran hit a home run on the first ball pitched. It was a single which got away from Berkin. Godon hit a home run into the right field. Fawcett laid down a perfect bunt, and went to the 2nd on a passed ball. Anthony went out Wright to Stafford, and Fawcett scored when Stafford made a bad throw to third. Wilson hit a home run into right field. Frape out, Wright to Stafford. Hill singled through the box. Grindley walked. Hubbard singled over 2nd, scoring Hill. Moran singled scoring Hubbard, and Moran scored on a wild heave. Godon flied to catcher, Galloway making a nice catch. 8 runs, 7 hits, 2 errors, non left on.

7th Inning, R.C.D. Berkin doubled to deep left. Berkin took third on a passed ball. Ward struck out. Raven went out the same way. Berkin scored on a bad throw to third. Walton out, Godon to Frape. 1 run, 1 hit, 1 error, none left on.

Final Score:

7th Inning, R.C.D.

Berkin doubled to deep left. Berkin took third on a passed ball. Ward struck out. Raven went out the same way. Berkin scored on a bad throw to third. Walton out, Godon to Frape.

1 run, 1 hit, 1 error. none left on.

Final Score:

	R	H	E			
R.C.D.	031	024	1—11	9	8	
R.C.R.	10	05	018	x—24	22	7

SERGEANTS MESS NOTES

Niagara Camp

A very successful "golf tournament" was held prior to the departure of the lads to C.S.A.S. Ottawa, in which Tpt. Major A. Galloway and A/Sgt. J. Gilmore nosed out Sergts. MacDonald and J. Martin (a dark horse in the game) who were awarded 2nd place.

The games were keenly contested and with few exceptions scores were very low at the finish of each round. In the semi-finals Harris and Green were defeated

in their section by an extra hole that had to be played against Sgts MacDonald and Martin, a similar occurrence was experienced by Q.M.S. Jennings and Sgt. Coulter.

Suitable 'trophy' were presented to the victors after the match and a good time was had by all

GOLF TOURNAMENT

1st Round

S.M.I. Dowdell, Sgt. Nickle..6
vs.
S/Ins. Harris, Sgt. Green7
Sgt. P. Martin, Sgt. Macdonald . 8
vs.
Sgt. Staig, Q.M.S. Oliver 5

2nd Round

S/Ins. Costello, Q.M.S.I. King . 3
vs.
Q.M.S. Jennings, Sgt. Coulter.. 8
S.M.A. Madden, R.S.M. Wardell 4
vs.
Sgt. Galloway, A/Sgt. Gilmore 12

3rd Round

S/Ins. Harris, Sgt. Green 6
vs.
Sgt. Martin, Sgt. Macdonald .. 7

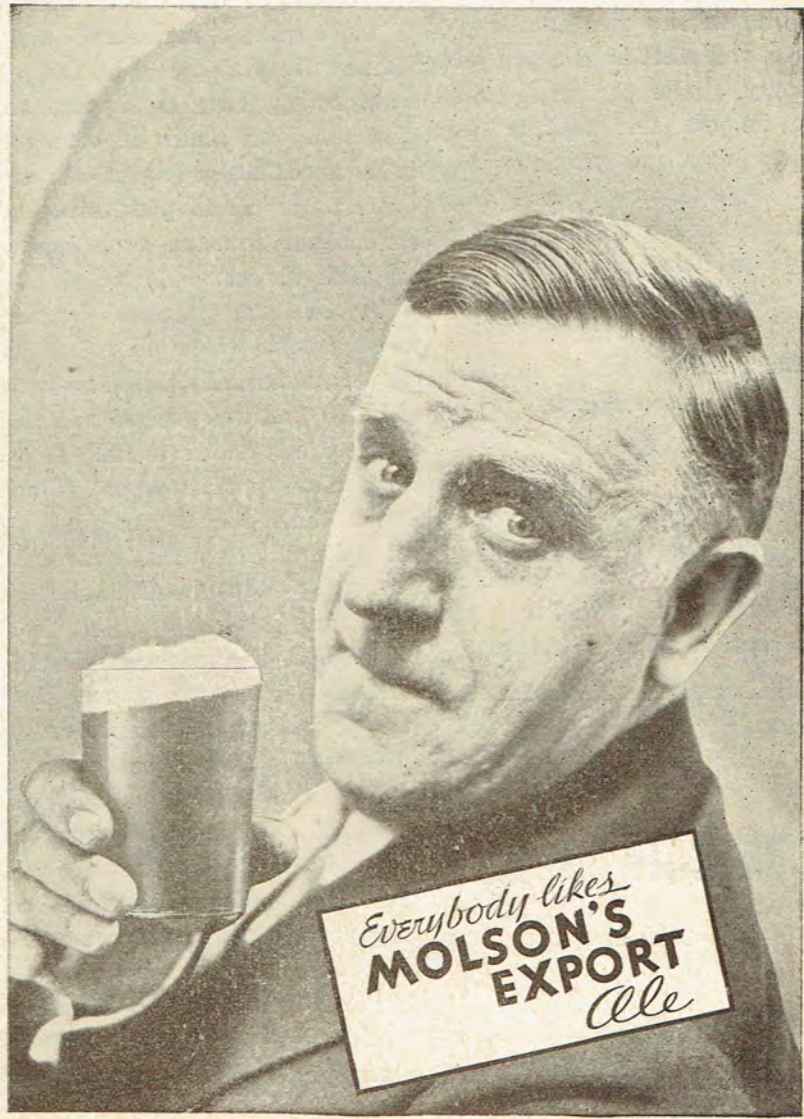
Q.M.S. Jennings, Sgt. Coulter .. 6
vs.
Sgt. Galloway, Sgt. Gilmore .. 7
Final
Galloway, Gilmore 10
Martin, Macdonald 3

Your correspondent visited S.M. I. E. Karcher at Christie, Harry states that he is through with horses and will cheer the boys along. Although he is not so well he was quite cheerful and was inquiring after all the boys.

Q.M.S.I. MacLean is again in our midst and is as canny as ever with the "putter" although unable at present to take part in any cross country runs, he is able to limp about the course for the odd round.

Ex-R.S.M. G. Dore, is a frequent weekend visitor to Camp and has not changed much in the years gone by.

"Tich" Travers was on hand over the "long weekend" and looks very fit and prosperous.



Cavalry's Place in Modern War.

Changes To Meet Changing Conditions.

Cavalry has had to move with the times, and make full use of mechanisation, increased fire-power, and modern methods of inter communication in order to carry out the role which falls to its lot in a modern army. Let us examine these changes; starting from the bottom rung of the ladder.

In 1918, the individual cavalryman mounted, looked uncommonly like Father Christmas starting on his nocturnal rounds. All cavalry transport was horse drawn, and in swiftly moving operations was incapable of keeping pace with the fighting troops. The man and horse, therefore had to be equipped ready for all eventualities. Mechanization has altered this. Each cavalry squadron is now provided with one medium six-wheeled lorry which is called the "weight off the Horse" lorry. When the Squadron Leader receives his orders for the operation in hand, he decides what articles of equipment his men and horses require, and what he can put into the lorry. Under certain circumstances he will find that he can dispense with as much as two stone of dead weight, and then the troop horse will only be carrying his rider, and about two stone extra-saddle, rifle, sword, and 60 rounds of ammunition included. Owing to this, the increase of mobility over difficult country and radius of action is considerable.

The squadron is composed of four troops, each of three sections and one light machine gun section, and in addition to this, it has two despatch riders on motor cy-

cles, who are able to save both time and horseflesh. In the Regiment there are three of these squadrons, and a headquarters squadron which consists of one troop of four anti-tank guns, one troop of four machine guns, a signal troop, a light car troop of nine light cars, an administration group and two anti-aircraft Lewis Gun.

Two points about the present organization deserve special notice—firstly, the increase in fire-power of the cavalry regiment, and the employment of twelve of the light machine guns as troop weapons, and secondly, the use of mechanical transport to increase mobility by taking weight off the cavalryman's horse.

The last war showed that the cavalry regiment must have increased fire power, and in order to provide this, a mechanical machine gun squadron of twelve Vickers guns was introduced to take the place of one of the sabre squadrons. This had two disadvantages. Firstly, if the regiment was moving on a two squadron front there was no reserve of men and horses, and secondly, no suitable vehicle with sufficient cross-country mobility could be devised to ensure to the cavalry regimental commander the presence of his machine guns in time to support an attack in all kinds of country. After an extensive trial it was decided to revert to pack transport for machine guns so as to confer on them the same degree of mobility as was possessed by the sabre troops which they had to support. Eventually a suitable light machine gun was evolved and one of these was added to each troop as a close-support weapon. In addition, the regiment was given an extra four light guns as a machine gun troop in the headquarters squadron.

The light car was originally intended for reconnaissance, but proved so incapable of protecting itself while carrying out a reconnoitering role, that its task was regulated to quicker intercommunication and liaison. As such it is invaluable. Cavalry remains an easy prey to tanks and armoured cars, and the presence of four anti-tank guns with a Regiment spread over a large area gives but scanty protection in open country.

But these dangers are counteracted by new methods of fighting and cavalry has great powers of dispersion and reconcentration. Cavalry moves by bounds from one observation point to another, and nowadays these observation points must be anti-tank localities such as thick woods villages or areas protected by rivers on the side facing the enemy. Mechanical transport is left far in rear, and called up when the situation permits.

Although aeroplanes and armoured fighting vehicles have taken over some of the roles which were previously entrusted to cavalry, many still remain. Long distance reconnaissance is today definitely the task of the Air Force, and medium reconnaissance falls to the lot of the armoured car, but the former is powerless in fog or bad weather, and the latter is easily stopped by natural obstacles blocked roads or mines. Every new invention brings its antidote hot-foot on its trail; the anti-aircraft gun has forced the reconnaissance aircraft to fly at great heights, and the anti-tank gun and mine have slowed up the speed of the armoured fighting vehicle. When these fail, cavalry must be prepared to take their place.

Close reconnaissance therefore, constitutes the first role of cavalry in modern war. Cavalry has ceased to be the arm which first gains contact with the enemy, and it will only arrive on the field after skirmishes between air forces and armoured cars. Presumably the enemy will be advancing cautiously forewarned that there is trouble ahead, and cavalry will find less chance for initial surprise and will have to fight to gain the information required. The value of this information depends on the speed with which it is forwarded to headquarters and the reorganization of cavalry since the last war has been carried out with this end in view. Hence it appears that while the strategical role of cavalry has diminished, the tactical role of close reconnaissance still exists and the tasks which will be imposed on cavalry by no means ends here. Cavalry will have to hold temporarily objectives captured by tanks, and in retreat retain its value by holding the position to the last.

And what of the future? Will the armoured fighting vehicle drive the horseman from the field? Certainly it will deny to him some sorts of country, but tanks have small crews who are confined to their vehicles and man-power will always be required to clear up and hold the positions gained. Improved machines for embussed infantry may enable a commander to bring them up in close support, but they will always offer an easy target to enemy artillery, be unable to cross certain kinds of ground, and be "blind" because they have no powers of reconnaissance. The same applies to light tanks on reconnaissance. Their powers will increase, but there will remain much which cavalry can do and they cannot do.

So long as mobile operations continue to be the first policy of war it seems that there will be scope for cavalry, but the cooperation of light tanks and horsemen may become so intimate that our progeny may see them forming part of the same regiment and designated a "Reconnaissance" Unit. Absit Omen.

Squadron Leader.

From the London "Field" 21.4.34

The Instructor was delivering a lecture to the Junior Officers up for examination. He dwelt with much emphasis on the fact that each officer should devote the intervening time to preparing for the final examination. "The examination papers are now in the hands of the typist. Are there any questions to be asked? Silence prevailed. Suddenly a voice from the rear inquired "Who's the typist, Sir?"

Friend (to Jewish ex-service man) "And did you get a commission while in the Army?"

Jew: "No, only my vages."

M.O.: "Give that wan a No 9" Orderly: "We are out of them, Sir."

M.O.: "Alright give h'im two fours and we'll owe him one."

Officer [to sentry over a Cossack Post, in the Outpost scheme]—What are you?"

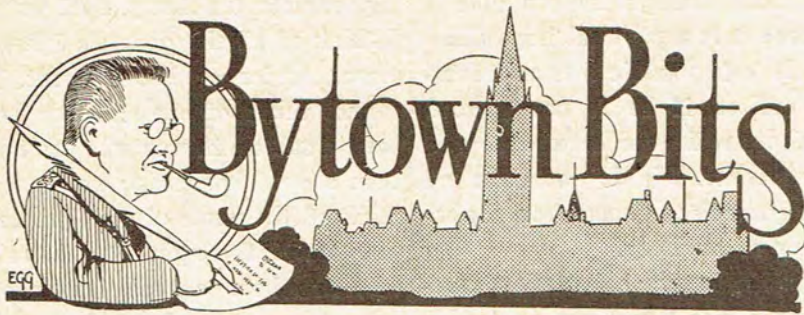
Trooper—"I'm sentry over the consequences, sir."

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King's Birthday:— The anniversary of the birthday of His Majesty King George was fittingly celebrated in Ottawa. On the afternoon of the 2nd His Excellency the Governor General held a Garden Party at Rideau Hall when a couple of thousand citizens

horses were on parade all turned out spick and span. A feature was a turnout of fifty P.L.D.G., in full review order under Lieut. John Gamble. The new trumpet band of the unit was also on parade.

Church Parade: The annual

derly room and officer's mess before being extinguished. Some review order equipment including thirty busbies were destroyed and the drums of the bugle band were badly damaged. At the church parade that morning the Guards used the drums of the Cameron Highlanders of Ottawa. A court of enquiry had been ordered by the D. O.C., M.D. No. 3.

Resigns Post:—Lieut.-Col. W. B. Megloughlin, M.C., former commanding officer of the Cameron Highlanders of Ottawa, who has been Warden of Kingston Penitentiary for the past two years has resigned.

Where am I, and who are you?" "My name is Drew," said Poor Tony, with what little dignity his bewilderment had left to him, "and this is Pir Chowki. You rode up here last night, asked me to lend you a horse and a guide, stayed to dine with me, and after telling me all about the battle went to sleep on my——"

"What battle did I tell you of?" demanded the other fiercely.

"Sitabasti, where Dunham Massey was killed——"

He broke off suddenly, for his guest had fixed him with a stony stare.

"How did I get here?" he asked. "Was I riding a camel, a rhinoceros, or a giraffe?"

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journeyed down, and apart from fighting the mosquitos had a very enjoyable time. At noon on the 4th the 1st Brigade C.F.A., fired a royal salute on Cartier Square. On the evening of the 3rd the Governor General's Foot Guards gave a public treat on Parliament Hill when the time honored ceremonial of trooping of the Color was held. This was carried out in faultless precision and the work of the men was the cause of much favorable comment from the large number of spectators.

Horse Parade:— The annual parade of the Ottawa Horse Owners association on May 24th was a decided success. Over a thousand

Church parade of the Governor-General's Foot Guards was held on Sunday June 17th. The Protestant party paraded to All Saints Church where the sermon was preached by Major the Rev. H. J. Hepburn, M.C., who has now relinquished the post of padre owing to pressure of his church duties. The Roman Catholic party proceeded to St. Joseph's church, the service being taken by Maj. the Rev. Father Leech, M.C.

Fire At Armories:—Fire did damage to the extent of over \$2,000 damage on the morning of June 17th at the Drill Hall Ottawa. The blaze originated in the Guards band room and spread to the or-

An Unrecorded Battle

By Spex.

Part II

"You asked me to awake you," stammered Tony.

"I did what?" roared the other. "I never set eyes on you before.

"You rode an Arab that you said had cost you 1,200 rupees six months ago——"

"I am glad that you stick at something," said Alexander sarcastically. "I was prepared to be told that I had arrived astride of a polar bear. If that horse is still above ground, I'd like to see him

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saddled and at your door."

There was nothing more said—no explanation attempted or asked. Ten minutes later, Alexander Trywell was in the saddle again. He pushed his horse close up to his late host.

"Look here. Mr. Whatever-your-name is," he said, almost menacingly, "it is quite clear that someone has been romancing—either you or I. Now I have a reputation to lose, and I doubt whether you have. Anyway, my word is as good as yours, and if you don't want to be known as the biggest liar in India, I recommend you to hold your tongue."

Turning his head towards Cabul once again, he galloped off in the same headlong fashion that he had arrived the night before. Nor did Tony Drew ever set eyes on him again, nor learn whether he was mad, or had a sunstroke or had been drinking, or what. But Tony was a wise man, he took that hint, and the only reminder that he ever had that such a person as Alexander Trywell existed was an account of Pir Chowki which he read in the columns of the Daily Express—an account of that place, its management and its chief, all couched in language so laudatory that it made him blush.

"A Horse! A Horse! My Kingdom For A Horse!"

By Kind permission of The Army
Quarterly, London, England.

"I would like to know why every soldier who wants to get on has, first of all, to get on a horse. The number of chaps at the Staff College who spend two miserable years being horsey so as to satisfy the Molock of all the Mammals has got to be counted to be believed."

This is a quotation from one of the clever and amusing articles which are from time to time contributed to the Journal of the United Service Institution of India by one who calls himself 'Mouse'. Presumably the 'chaps' referred to are infantry officers; cavalry and artillery officers, of course, are not 'miserable' at having to get on a horse. The disparagement of the value to an infantry officer of being able to ride a horse is,

unfortunately too common nowadays in the Army. It is the result presumably of the mechanization mania, and in my opinion, it is a most unfortunate result and one that is very adverse to efficiency and to the creation of leaders—a fact which I hope to prove in this short article.

Many years ago, just after the South African War ended, I wrote an article to a certain well-known provincial paper suggesting that it was necessary that infantry company commanders should be provided with horses (how pleased I was to see the article published as coming from" A military correspondent.") A year or two later horses were authorized for company commanders. I do not claim that the War Office acted on my suggestion; the concession was made as the result of experience in war. It was proved that an infantry commander could not carry out his duties properly and efficiently in warfare unless he had some means, apart from his own legs, of moving about. There were for example, often in South Africa long marches (and there will be the same in all wars) at the end of which companies were sent out on outpost duties to neighbouring kopjes. The company commander had then to move along the whole position and select suitable places for piquets, etc., later he had to scramble along the line once more and see the various posts, and then, later still, during the night he would go round once or more times, visiting sentries. The physical strain was enormous. How different it would have been if he had been spared most of the fatigue of the long march by riding a horse, and had thus been comparatively fresh at the end of it.

Likewise in time of peace, a company commander cannot train his company properly and consequently visit all his platoons at work or act as 'director' efficiently, or function as an 'umpire' unless he has a horse and can ride it over all sorts of ground where infantry can go.

I suggest, therefore, that no infantry officer can be a good trainer, and a proper supervisor of the work of his men (especially now that a company frontage is

so great) unless he can ride a horse; it is a physical impossibility. It is impossible that an infantry officer, if he is not a good trainer, will ever become a good commander. We do not want all our generals to come from the cavalry or artillery.

I once knew a battalion commander who never got on to his horse at all; it was led about behind him, he was a very smart looking, tall, athletic man and capable in many ways; but he was afraid to get on to a horse; that was the true reason. Then came the war.

The officer who was afraid of his horse, was afraid of a great many other things; he was sent home after two months in the field. It was a question of nerves.

Personally, I feel that the chief reason why certain people dislike getting on to a horse is that they are afraid; they consider the brute a nasty, unsafe form of conveyance. They may be quite calm and brave in many other situations, but there is a kink in the armour; we do not want kinks in the armour of our leaders; if the leaders are 'nervy' about a horse, they are usually 'nervy' about other things.

I had a personal example of this nerve business very recently. In my stable I have four ponies; three of these are quite amenable creatures, and the fourth is a very nice pony, but it is high spirited, jumps about when a motor vehicle appears, and shies at nothing. To my horror I suddenly realized that I was very seldom using this pony, but was nearly always riding forth on my old gentleman's hack. I felt I was losing my nerve, and so I have taken again to riding the lively pony; it has done me all the good in the world.

That officers at the Staff College should be made to ride, and ride a lot, is an excellent thing, even though 'Mouse' may not agree with this opinion.

Looking through the list of those who were in my batch at the Staff College just before the war I note the names of several officers who were perniciously bad riders; not one of these "made good," on active service, whereas nearly all those who rode well became leaders and several of them now hold

high rank in the Army. As I write I think of all the generals I have served under or know about. I cannot think of one who has become a success in war who has not been a good horseman; nor can I think of the name of any general who 'hated the sight of a horse' who has been a real leader of men. There may be such, but I have not met them. Have not all great leaders of the past been horsemen?

Do not let us be carried away by this motoring mania and by the idea that the days of horses and horsemen are over. In the late war those who were allowed horses did not use them nearly enough; and that war was mostly static. In open war horses will be required more than ever by infantry and staff officers and leaders up to, and inclusive of, divisional commanders.

I saw, in the Somme fighting, an excellent example of the value of a horse to a staff officer. My headquarters were in Flers trench. Behind me there were one and a half miles of road leading to Longueval. This road was fully exposed to the enemy's view and was shelled by day and night. Another brigade was to relieve mine, and on the morning before the relief I saw a horseman galloping like the devil, along the exposed road. When he reached the trench where I was he rode down it until he came to my headquarters. It was a deep German trench and his horse was covered from view or I should certainly have objected to its presence. I said "You are very brave to ride over that bit of road." He said "Not at all; that is a very dangerous road and I wanted to get over it as quickly as I could; so I rode." He was absolutely right.

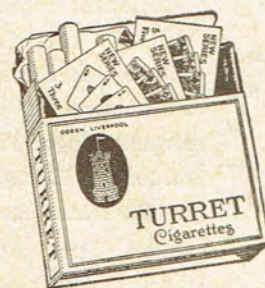
On another occasion I watched a despatch rider on a motor bicycle laboriously work his way across a shellpitted battleground to my headquarters. On his arrival I saw that he was a well known pre-war jockey. He could have reached me much more easily on a horse and I told him so; he thoroughly agreed.

In the fighting in the Chemin-des-dames area in May 1918, my brigade major and I rode almost into a German detachment, which



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foolishly opened an ill-directed fire on us when we were still a couple of hundred yards away. We turned and galloped to safety. We must, had we not been mounted, have been shot or captured.

The days of horses, and horsemen, and cavalry are by no means over. It will be fatal to the efficiency of the Army if we are carried away by the extreme views of the enthusiasts for mechanization, and mad outpourings of the best sellers among military writers to the Press.

By the time the next war comes I shall be, I hope, "Past the age limit." I shall become a horse dealer. After a few weeks of war, horses will be fetching their weight in gold. The war-profiters will be the horse dealers and I mean to be one of them.

In the Army Quarterly some months ago there was an article called "The Garage School of Thought." It voiced my own views so much that I felt I might have written it. It visualized the destruction of one of those fast-moving mechanized columns, which had gone out to sweep round and roll up the enemy's army. The enemy, however, blew up and blocked the roads both in front of and behind the column, and bombarded the packed mass of vehicles from the ground and from the air. I can picture it all, and I can see the G.O.C. of that unhappy force caught in a road jam like a rat in a trap and unable to turn his car around and fly. He is standing up in it, shouting "A Horse! A Horse—My Rolls-Royce for a horse!"

Records of Other Regiments.

THE SCOTS GUARDS

Battle—Honours

Borne on The King's and Regimental Colours

The Sphinx (Superscribed Egypt) 'Naumur 1695—' 'Dettingen' 'Lincelles.' 'Talavera.' 'Barrosa.' 'Fuentes d'Onor.' 'Nivens.' 'Peninsula.' 'Waterloo.' 'Alma.' 'Inkerman.' 'Sevastopol.' 'Hel-el-Kebir.' 'Ebwpt 1822.' 'Suak in 1885.' 'Modder River.' 'South

Africa 1899/1902.' 'Retreat from Mons.' 'Marne 1914.' 'Aisne 1914.' 'Festubert 1915.' 'Loos.' 'Somme 1916. 18.' 'Cambrai, 1917. '18.' 'Hindenberg Line.' 'France and Flanders, 1914-'18.'

The Scots Guards were first raised in 1660 by the Earl of Linlithgow. From August 1686 to 21st March 1687 (date of re-embarkation for Scotland), "Our Scotch Guards" (as they are described in Royal Warrants of the time) were quartered in the county of Kent, at Rochester, Canterbury and Deal.

In 1713 the regiment received the title of 'The Third Regiment of Foot Guards'—a little which had once before been very nearly adopted by The Buffs. In the same year the Scots Guards first commenced to share 'London Duty' with the Grenadier and Coldstream Guards.

Besides the actions and campaigns mentioned among the list of Battle Honours at the head of this article, the regiment fought under William III in Flanders, under Galway in Spain 1709-10, also at Fontenoy; in the raids on the French Coast 1757-8; in Germany under the Marquis of Granby and in the American War of Independence.

During the period of the French Revolution and Napoleonic Wars 1793-1815 the Scots Guards saw active service in no less than eight different countries—Flanders, Holland, Egypt, Denmark, Spain, Portugal, France and Germany.

King William IV granted the regiment the title of "Scots Fusilier Guards", also the right to wear the bearskin caps which are such an imposing feature of their uniform at the present time.

The regiment did gallant service in the Crimean War.

In 1877 the title of "Scots Fusilier Guards" was dropped in favour of the older title of "Scots Guards" which is still used at the present day, but one Fusilier custom still lingers in the regiment—"Left Flank Company," as was formerly the custom in all Fusilier regiments, but is now peculiar to the Scots Guards alone.

During the Boer War 1895-1902 the Scots Guards had not a single man reported missing or taken prisoner. It is of interest to note

that between 1770 and August 4th 1914, one hundred and seventy Scots Guardsmen had received commissions from the ranks.

On the last mentioned date, the 1st Scots Guards were at Alder shot; they formed part of the 1st Guards Brigade of the 1st Division of the original Expeditionary Force, and landed in France in Aug. 1914.

The 2nd Scots Guards were at the Tower of London. They went overseas at the beginning of October 1914, as part of the 7th Division, which gained such great honour at the First Battle of Ypres. Of their part in this great battle, Major General Capper, G.O.C., 7th, Division, wrote as follows:

"2nd Bn Scots Guards—as part of the 20th Infantry Brigade, this battalion assisted to hold the exposed position of Kruisiek in front of Ypres during the week. On the night of the 25th 26th October they were almost completely surrounded by the enemy and were attacked in front and rear; nevertheless, their reserve company counter attacked the enemy and drove them from some houses capturing 8 officers and 200 other prisoners. During the fighting this battalion lost very heavily. On subsequent occasions this battalion showed the greatest tenacity and as the fighting went on, this battalion seemed to me to actually gain in cohesion and firmness, in spite of weakened numbers and severe losses in officers. This testifies more than anything else I can say to the true soldiering spirit with which it is possessed."

In August 1915 both battalions were transferred to the newly formed Guards Division, with which they served in France and Belgium for the remainder of the war, always maintaining their early high reputation. A 3rd Bn was added to the regiment in Aug. 1914, being formed from Reservists and recruits; this battalion was kept at home to act as a draft finding unit for the two senior battalions, until its disbandment in March 1919.

The regimental nickname is "the Jocks". The cap badge is the Star of the Order of the Thistle, and the collar badge is a Thistle. The tunic buttons are arranged in sets of three; the caps of Scots Guardsmen have a diced

or plaid band round them, but no plume is worn in the bearskin cap. Since 1928 the Pipers of the Scots Guards have worn the feather bonnet—a form of headdress worn by the pipers of only one other regiment (The Black Watch.)

Ten V.C.'s. and forty eight Battle Honours have been awarded to the regiment. H.R.H. The Duke of York has recently been appointed Colonel of the regiment in succession to the late Field Marshal Lord Methuen, who was connected with the Scots Guards throughout his long and honourable military career. There are few more touching instances of the love which the true soldier feels for his regiment than when the veteran Field Marshal, lying on his death bed, wrote, with trembling fingers and failing strength, a last message to his regiment, "Good Bye, Scots Guards."

R. MAURICE HILL.

A Military Miscellany

The Scots Greys To Tour Scotland

By R. Maurice Hill

During July 1934 the 2nd Dragoons, better known as The Royal Scots Greys, are to visit various towns in Scotland, so that the people of the Scottish provinces may have an opportunity of seeing their national cavalry regiment, which is at present stationed at Edinburgh. Almost everybody knows that The Greys ride grey horses, but it will surprise many people to learn that originally the regiment also had grey uniforms. In the latter half of the seventeenth century "Johnny Greybrecks" was a common name for soldiers in Scotland; the nickname "Earl of Mar's Greybrecks" formerly applied to The 21st Foot (Royal Scots Fusiliers) and the "hoddem grey" kilts worn by The London Scottish are two links with the old days when grey was the soldiers' colour in Scotland. In the British Museum, among the Harleian Mess, is still preserved an original contract for grey clothing for the Scots foot regiments in 1693.

The cap and collar badges of The Royal Scots Greys show the

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57

Eagle which was the national emblem of France in the day when Napoleon Bonaparte was emperor. These badges commemorate the capture of a French "Eagle" or regimental standard by Sergeant John Ewart of The Greys at the Battle of Waterloo. As a poetical admirer wrote:

"The Greys at the glorious Waterloo fight
Put ten thousand men of Count D'Erlon to flight.
And the de'ils of Dundee proved them Second to None!"

The Royal Scots Greys also distinguished themselves at Balaclava. During the Great War the regiment served on the Western front from August 1914 to the end of the war.

A Territorial Battalion For Army Manoeuvres

The 4th Bn. The King's Shropshire Light Infantry, who will share with three Territorial battalions of The Welch Regiment the honour of representing not only the 53rd (Welsh) Territorial Division, but the whole of the Territorial Army on this year's manoeuvres had a very varied record of service during the Great War. In fact few units had the opportunity of proving their value and efficiency in such different surroundings and under so many different circumstances.

In those old pre-war days which now seem so very far away, few people realised what a heavy burden the Territorials would have to bear when war came; and I do not think any one, even in his wildest dreams, ever thought that a typical county battalion such as the 4th Shropshires would cram such a variety of strange experiences into a period of rather less than five years.

The first days of August 1914 found the battalion in camp at Aberystwyth. When war was declared the battalion moved to Cardiff, being billeted in schools at Cadroxton, Barry Docks. A month later they moved to Sittingbourne, Kent, where volunteers were called for to serve abroad—a call which met with an enthusiastic response.

On October 28th 1914 the battalion embarked at Southampton, for India. After a few days in India, the battalion re-embarked for Burmah, with a detachment to guard Indian convicts in the Andaman Islands. In January 1915 the 4th R.S.L.I. had the difficult task of disarming a Native Indian battalion which was on the verge of mutiny; they carried out the job so expeditiously that the projected mutiny was nipped in the bud, bloodshed averted, and the 'cordial thanks' of the Indian Government earned. In February 1915, the 4th K.S.L.I. formed a mobile column for the suppression of dacoity in Burmah, and were

hastily recalled from this work to embark at once for Singapore, where the 5th Light Infantry (a native Indian regiment) had mutinied and was wandering about in small bands, murdering civilians. When this mutiny had been suppressed, half the 4th K.S.L.I. remained at Singapore, the remainder going to Hong Kong. Two parties sailed for Australia to act as escort for German prisoners; they were the first British troops to visit Australia since 1870 (except for the detachment which represented the Mother Country at the inauguration of the Commonwealth in 1900). During their stay in Australia the 4th K.S.L.I. were honoured by being detailed to act as the bodyguard of the Governor General.

In May 1915, the battalion had to send a punitive force to Kelantan in Malaya (near the Siamese border) where a native rising had occurred.

In April 1917 the battalion moved to Colombo, Ceylon, where they encamped in the mountains. At the end of May the 4th K.S.L.I. went to Cape Town, where they had the distinction of being the last unit of the Imperial forces to do duty before the South African Government took over full responsibility for its own defence. The battalion re-embarked at the end of June, and were held up for a week in Sierra Leone harbour, thus adding still another to their list of places visited.

On July 27th 1917 the battalion reached Plymouth, and there they had the greatest disappointment in store for them. All ranks were hoping for leave on reaching England again—the majority had not been home since their four days' draft leave in the autumn of 1914. To their profound disappointment they went straight from Plymouth to Southampton and embarked for France immediately. It was a hard, indeed, a cruel, test of discipline, but the 4th Bn The King's Shropshire Light Infantry came through it with flying colours. To say there was no 'grousing' would be untrue—as anyone who knows the British soldier will realize—but the Shropshire men took their hard luck in a manly spirit and carried on like the fine soldiers they were until leave from France could be granted to all ranks in batches. Well might Lord Derby, who was Secretary of State for War at the time, say that the battalion's attitude "reflects the highest credit upon the Commanding Officer and all under his command."

In August 1917 the battalion joined the 63rd (Royal Naval) Division, with which famous fighting force the 4th K.S.L.I. saw their first fighting in France. In January 1918 the battalion was transferred to the 19th Division. The 4th Shropshires won high distinction by the capture of Montagny-de-Blingny at the point of the bayonet on June 5th, 1918; for its 'magnificent dash, its initiative and its superb valour' on this occasion (vide a French General's report) the whole battalion was awarded the Croix de Guerre with Palms by the French Government. This rare distinction is commemorated at the present time by the wearing of a rosette in the colours of the Croix de Guerre ribbon (green with a red pin stripe) at the side of the head-dress on all ceremonial parades.

The cadre of the battalion left France for demobilization in May 1919. During its war service the battalion had served in four different continents, Europe, Asia, Africa, and Australia and in every one it had worthily lived up to the regimental motto:

"Aucto Splendore Resurgo"
("I will arise with increased splendour.")

Seat and Hands.

By Lieutenant-Colonel R. S. Timmis, D.S.O., R.C.D.

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Part II

As confirmation varies so it is unwise to lay down rules too hard and fast. General principles must be followed, and the pupil will find for himself where he must make personal allowances. He must sit on the centre of the saddle and as near to the centre of gravity of the horse as possible. His weight is borne on his knees, thighs and buttocks; too much weight is not borne on the buttocks—he should not sit down tight on his tail [coccyx]. Three factors determine the position in the saddle; balance, grip and harmony with the horse. Balance and harmony are of vital importance. The latter comes naturally to many, and is never acquired by some. Grip is resorted to mildly, normally and only strongly when required. All muscles must be supple, that is there must be no rigid position anywhere. Stiffness is contrary to good horsemanship. Supple loins are essential. Perfect hands demand a perfect seat, but a good seat does not signify good hands. A cramped or forced position, immobility of the legs or stiffness in the loins, back or shoulders prevent firmness in seat and lightness in hands. We will consider the seat first. The body at the halt or walk must be vertical, back not hollowed nor loins rounded. Head erect and natural. Shoulders open and easy, arms hanging below the shoulders with elbows close to the sides or a little forward. Forearms horizontal or below, hands low, wrists rounded, back of the hands to the front. The fingers maintaining a light and sympathetic feeling on the reins. The thigh is pressed well into the saddle with the knee fixed against the front part of the flap; the leg below the knee behind the vertical so that the ball of the foot is below the centre of the knee. The foot should be well home in the stirrup with the heel

pressed well down; the more the heel is pressed down the greater will be the grip of the knee against the saddle. The stirrup must be of such a length that the knee is well bent. A rough guide to the length of the stirrup and leather is one to two inches less than the length of the arm from finger-tips to arm pit. The beginner must aim at turning his thigh inwards on to the saddle so that the point of the knee inclines towards the saddle. This takes and is governed by the rider's conformation. The toes will point a little out. No attempt should be made to turn them in parallel to the horse's side. The knee is the fixed fulcrum on which the lower leg can move and the thigh moves when the seat is raised out of the

ages of the very forward seat and very short stirrups outweigh the loss of control the jockey has over his horse. Speed is the one object aimed at. The jockey's weight is carried right over the horse's shoulders.

But off the race-course the rider must be over the centre of balance, without stiffness or straining and always ahead of any movement the horse may make. Light contact between hand and leg and the horse is essential. The rider must anticipate any movement of the horse and place himself in a position to aid the horse to overcome the inertia of the rider's weight. Hence the forward seat in jumping. There must be no involuntary movement of hand or leg, absolute control of all muscles is essential. Straight-

ness of the old school, which knew little of equestrian tact.

The catch of the stirrup bars should never be closed, to allow the stirrups to come off in the event of a fall with the foot caught in the stirrup. Stirrup leathers must be of equal length. Shape of leg and build of body materially affect the progress made. A moderately long thigh and flat inside muscles, are best. Practice and time will greatly change the shape of the leg, etc. This may take several years.

The horse is controlled by leg, hands, position and voice. The last seldom receives the attention it should, but is outside the scope of this article. The legs are used behind the girth to create impulsion singly to cause lateral movement



saddle for jumping and the faster paces.

At the trot the position remains the same, except the body is leaned forward and the seat raised at each stride. The body is balanced over the fulcrum. At the slow canter the seat can be kept in the saddle and the body kept erect or nearly so. At the gallop the body is leaned forward and seat raised. These are increased as the pace increases, in order to lighten the hindquarters which are the propelling agents. In jumping, which will be considered later, the body is leaned forward and the seat raised during the complete flight to preserve perfect balance and harmony and to prevent abuse to any part of the horse.

The seat in flat racing is radically changed. The scientific advan-

ness without stiffness, suppleness without slackness. Suppling exercises of various kinds are invaluable for the learner in the saddle; these include leaning in different directions, twisting the body at the hips and increasing the grip of the knees.

Never attempt to develop big muscles. Practice in jumping without reins, and later without stirrups, is invaluable for increasing balance and confidence. The novice cannot de contract until he has complete confidence.

Lack of confidence is immediately communicated to the horse. Position is attended to after confidence is gained. Balance will never be acquired if the rider is allowed to hold on to the reins. Modern methods require quietness and horse-

away from the leg. When the leg is carried as advocated, only a slight movement is needed for its application. The calf is normally just free of the saddle; it is thus easy to mobilize the horse. There are heavy, weak and light legs. A heavy leg may be a greater fault than a heavy hand—it may bring disaster over the solid jumps. It is easier by far to ride through a jump than over; it may win races, but it will not have the same success in the show ring. A strong leg must not be confounded with a heavy one, nor a weak one with a light one. The light leg has power at its command, and is always sympathetic and controlled.

Good hands are born not made as they are in a musician, though bad hands can be improved. Real-

ly light hands are rare. No movement made by the horse will cause light hands to make an involuntary move or alter the touch on the horse's mouth. This is perhaps as accurate a definition of hands as it is possible to give. Perfect hands cannot exist without a firm and supple seat and perfect harmony with the horse's motion. Loose reins are so often mistaken for evidence of light hands. A rider with poor hands many leave the horse's mouth alone, which is wiser, than interfering. Interference is responsible for very many accidents. The rider who, through knowledge of his bad hands, loses contact temporarily is known as a 'good passenger'. In many cases, no doubt, ladies have better hands when riding side-saddle due to the firmer seat afforded. Although ladies as a rule have better hands and more tact. A strong feeling is sometimes necessary, but this must not be dead, but sympathetic. Suppleness of the whole body and understanding are the key to sympathetic handling. The failure of many to succeed is due to re-

fusal to attempt to learn the character and individual idiosyncrasies of each horse.

Since the hands control the impulsion produced by the legs, the horse is lightly balanced between the hands and legs. The rider synchronizes with the motions of the horse and not that of the saddle. Hence the necessity for his seat leaving the saddle in jumping. The legs and hands must be quite independent of the rider's body and, if necessary, independent of one another. The horse is controlled by equestrian tact; the seat, hands, legs and voice are the agents. No two horses are alike: we must learn the key for each horse. The horse's psychology must be studied if we are to attain the best results. The horse must also have complete confidence in and understanding with his rider. If a horse learns that a kick in the side or a jerk in the mouth may give no indication of rider's intentions, he will soon lose confidence. Sharp spurs should never be used. They prevent harmony between the horse and rider and they never won a race.

In jumping they shorten the horse's stride at the very time we require to lengthen it.

A hard mouthed horse will soon stop pulling with tight hands; one alone cannot pull, good hands give and take. Reins should be held normally in two hands, experienced riders always do except when requiring one hand, as in using the whip. The nearer the reins are held towards the ends of the fingers the lighter the control. Should the rider be left behind in a jump, it is far better to let the reins slip through the fingers than to jerk the mouth. With the proper forward seat the chances of being left behind are much diminished.

Single reins are held outside the little fingers or immediately between them and the third fingers. With double reins the upper ones in between the next finger towards the thumb. The reins must be short enough to avoid having to raise the hands or draw them in past the sides when the horse trots, and long enough to give the horse perfect freedom at all

paces, by letting the hands go forward as the head is stretched. In jumping, the reins generally require to be shorter than the normal, when the hands must be well forward during the entire flight.

Severe bits are as useless as sharp spurs and are more cruel and dangerous. They expose gross ignorance on the part of the rider. A snaffle or a double Weymouth bit should be sufficient for any horse in proper hands. A Pelham is a mild bit and in the hands of bad or indifferent horse-men is excellent.

Good head-carriage is necessary in order to have the horse properly balanced, but this does not mean an over-flexed head on an over-collected horse—such is contrary to free forward movement, which is so essential. The face should be at an angle of 50 to 60 degrees with the horizontal. A horse must be taught direct and lateral flexions in order to supple him and assist so materially in his further training. The bit, with the curb chain flat and properly fitted, is generally necessary to obtain the direct flexions. The curb chain should be just taut when the branch of the bit is at an angle of 45 degrees with the line of the head. The indirect flexions are obtained by first getting the bend and then the flexion of the lower jaw; they are invaluable in getting a ready response and leg and in supplying jaw, neck and forehead. Directly the horse flexes his lower jaw, he must be allowed to relax and be caressed.

Martingales are not necessary except in some cases of horses that have been badly handled. Good hands with a Weymouth bridle will generally produce better results.

To be continued



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History of the Royal Canadian Dragoons.

Compiled by the late Maj. T. A. James, R.C.D. and verified and edited by Mr. R. C. Feathers-tonaugh.

Part XIII

August 8th, 1918

Zero hour for the Battle of Amiens was 4.20 a.m. Prior to this, the conditions of a normal night on the front had been simulated as far as possible, periods of quiet being followed by bursts of shell fire and the forward movements of tanks and troops being synchronized with the periods of sound and further concealed by the loud drone of aero planes.

At 4.20 a.m. precisely, a lone gun barked, then the dawn was torn by the fury of the British Canadian, Australian and British barrage. Simultaneously the Infantry moved forward in that attack which to use Gen. Ludendorff's words, produced 'the black day in the history of the German Army' and demonstrated to the Central Powers that an end without victory for them was in sight.

At 4.50 a.m. the Canadian Cavalry Brigade moved forward to Cachy, proceeding at 7.30 a.m., along the cavalry track to the north-east edge of the Bois de Hangard, across what had been the German front line at dawn. At about 8 a.m. the cavalry passed through the infantry of the 3rd Canadian Division and crossed the river Luce at Ignaucourt with the whippet tanks. At 9.30 a.m. the Brigade jumped off from the T roads south of Ignaucourt for the high ground east of Beaucourt, with Lord Strathcona's Horse (Royal Canadians) on the right, the Royal Canadian Dragoons on the left, and 'C' Squadron R.C.D. as advance squadron.

By three successive bounds, under heavy machine-gun fire from the woods north and east of Beaucourt and from Beaucourt, the Regiment advanced and seized the high ground immediately east of the village, there joining with the Lord Strathcona's Horse (R.C.) on the right. The left flank

was exposed, as the 7th Brigade had not get further forward than Beaucourt.

Plans for further operations were discussed, but the Regiment was not used in the later advance of the day, which was carried out by the infantry of the Canadian Corps.

The casualties of the Regiment for the day up to this point were: Killed 9, missing 6, wounded 47, the killed including Lieuts. Meikle and Booth, who had fallen whilst leading their troops to the north east of Beaucourt. There were also 125 horses casualties.

At about 8 p.m. the Regiment moved north and east to a wood south of Cayeux, and stood to saddled up all night.

August 9th, 1918.

The Canadian Corps continued the advance on August 9th, with the 1st and 2nd Cavalry Divisions co-operating. The Regiment being in support, was allowed to off-saddle and water the horses, for the first time since leaving Amiens on the night of the 7th. At 9 p.m. orders were received to saddle up and stand-to. At 7 p.m. the unit was ordered to loosen girths and go to water at Cayeux. Later that night an order was received to off-saddle and be ready to move at 5 o'clock on the following morning.

August 10th, 1918.

The Brigade moved at 5 a.m., to a position of readiness in a valley behind a wood to the south of Caix, as reserve to the 3rd Cavalry Division. The infantry attack continued along the whole line and the cavalry stood-to ready to go through if possible on the general line Maharicourt-Le Quesnoy. At 12.45 p.m. orders were received to move up to a position just east of Warvillers; and about 3 p.m. the Brigade was ordered to try and go through the infantry east of Le Quesnoy and seize the high ground north-east of Roye.

Arriving south of the Roye road east of Le Quesnel 1 squadron. Fort Garry Horse, was launched—under enemy artillery barrage—to get around the wood at Point 100. The remainder of the Fort Garry Horse was launched straight down the Roye road. The country

on both sides of the road forming part of the Somme trench line, the battlefield of the German retreat to the Hindenburg Line, and the scene of subsequent operations was badly cut up and wired, and found impassable. The Fort Garry Horse suffered badly and was unsuccessful. Lord Strathcona's Horse [R.C.] was launched down the road but was stopped before becoming involved. The Royal Canadian Dragoons were held in reserve and did not take part in the actual fighting, but suffered a few casualties on patrol duties.

At about 7 p.m. orders were received to march to ground west of Beaucourt, where the unit arrived and off-saddled about mid-night, after watering the horses on the way.

After Amiens

The Regiment was on one hour's notice to move on August 11th. Orders were received at 5 p.m. in accordance with which the unit marched, via Le Quesnel across country south of Roye Road between Moreuil and Rifle Woods, to Thennes, Boves and Cottenchy, arriving about 10 p.m. Considerable bombing of roads and adjacent areas occurred during the march.

On the 12th opportunity was taken by a number of all ranks to visit the scene of the Regiment's March fighting in the Bois de Moreuil. Next day, the unit was visited by the Commander-in-Chief, Sir Douglas Haig. On the 14th Lieuts. Whitehead, Wickerson and Larose rejoined from hospital.

On the 15th the Adjutant and a party of officers went to Moreuil Wood and re-interred the remains of Lieut. A. V. S. Nordheimer erecting a cross over the grave. The regiment marched at 9.30 p.m. via Amiens and Picquigny to Hangest, moving into a camp on the Hangest-Conde road at 3.30 a.m. on the 16th. In this camp, situated near a Roman bridge-head over the Somme, the unit, remained until the 20th, cleaning up, training and receiving reinforcements and remounts.

On August 21st, the Regiment marched independently under cover of darkness to Domart, where bivouacs were established. A period of uncertainty ensued. The Regiment stood-to, but were

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tack at Hamel. Influenza continued to deplete the Regiment at this time, July 4th being marked by the departure of four officers to hospital; also by the departure of Major D. B. Bowie, D.S.O., to attend the staff College in England.

On July 5th, the Regiment marched to Bourdon, remaining there, bivouacked on a peat marsh until July 12th. The marsh provided a good bivouac area, and training was carried out under squadron arrangements. The peculiar and very perceptible undulation of the ground under the horse's hoofs in the area will be remembered by all who experienced it.

During this time, water polo and other aquatic sports were popular. A number of peat pools being used for the purpose, and the Brigade aquatic sports being held in the Somme Canal.

On July 13th the Regiment marched to a camp across the river between Hangest and Conde-Folie, remaining there until August 5th, training and practicing schemes. There were also sports,

and one day a regimental race-meet. During this time all ranks tested their anti-gas protection in the gas chamber. There was a visit to the Regiment by Canadian journalists; and on one occasion, a visit by an enemy flight of bombing aeroplanes.

The Battle of Amiens

On August 6th, the Regiment marched from Conde-Folie at 8.1 p.m. arriving at Amiens at 1 a.m. and bivouacking near the Jardin des Plantes.

The next day was spent in Amiens making final arrangements and explaining to all ranks the operations that were impending. The Regiment marched at 8.45 p.m. to a point on the Blaney-Thronville-St. Nicolas Road, arriving at 12.50 a.m. August 8th. Here the Regiment stood to saddled.

The energy and initiative of Lt. Col. W. H. Bell during the latter stages of the approach march are recalled. Colonel Bell, who for many years had been with the Regiment and who later command-

ed it, was on Aug. 8th, 1918 commanding a battalion of whippet tanks. Knowing that the Regiment was coming up, he had ridden to meet it and wish it good luck. As he approached the rendez-vous in the pitch black night, traffic became blocked a serious matter with the opening of the attack only a few hours away. Though the responsibility was not Colonel Bell's, he proved himself equal to the occasion, and soon had everything moving. By so doing, he set a fine example of initiative in a crisis and, perhaps contributed more than is realized to the success of British arms in the great action that followed.

Seat and Hands.

By Lieutenant-Colonel R. S. Timmis, D.S.O., R.C.D.

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The technique of the art of rid-

ing is based so much on the seat and the hands that it is surprising to the student of horsemanship that until comparatively recently these matters have received very little consideration and far less scientific study. All other sciences have made steady progress due to the painstaking manner in which they have been studied. And if we look upon horsemanship merely as a sport, is there any other sport or pastime that has been regarded so carelessly and so unscientifically? Is there any other sport in which the tyro is so apt to think he is master after a very short and limited experience? The old methods have seldom been subjected to critical analysis; they dominated the art for so long that no one ever dared to question their correctness. The forward seat was introduced into flat racing for mechanical reasons, but little advancement has been made off the race course.

The good, and notably the bad, points of riding have been studied scientifically within the past two or three decades. This is to the credit of the cinematograph

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and the focal-plane camera. The slow motion cinematograph has allowed the minutest details to be studied. Photography, in fact, has revolutionized riding. Other nations have made much greater progress than the British, which has never been quick at making changes, especially from methods practiced for centuries. The photographer has proved by visible fact the incorrectness of seat and hands in the old establish methods. We see endless examples of this in the daily and weekly press; in steeplechasing, hunting and show jumping.

It is strange that for so many centuries nothing of a scientific nature was written on the horse, although horses were ridden more than three thousand years ago. The civilized races of Egypt and Palestine rode bareback. Barbarian herdsmen invariably used horses as a means of locomotion. The Eastern races used horses chiefly for war, both for riding and in the chariot. The first book on horsemanship published was by Xenophon (400 B.C.). The horse was not used for agriculture for many centuries. Homer tells us it was used exclusively in war. The saddle was invented about Xenophon's time, but stirrups were not used for another two centuries. The earliest form of bit was a piece of rope in the mouth.

The British were the first to use the horse in sport; several centuries passed before other nations followed. Hunting and racing were introduced by the Briton, whose love for sport and for the horse has been responsible for the great popularity of hunting. He has always taken his sport as a real recreation—a mental relaxation, and held rightly aloof from commercialization of sport.

The sportmen who hunted from boyhood and rode straight and hard-across country in hot blood, became completely convinced that their methods were unbeatable, and whenever anyone has dared to introduce a new method, he has been given a very cold reception. The Briton is still the world's best horsemaster, but in horsemanship he is a long way behind. Many of the European nations, not having the advantage of British hunting, took up the Haute Ecole,

studied riding scientifically, and brought the art to a very high standard. But those of the hunting field scorned it as artificial and savouring of the circus ring.

War has in the past dictated the equipment worn by the horse. The introduction of armour necessitated the deep seated, high cantle saddle and the straight seat and long stirrup. The weight of the armour produced the heavy charger of Cromwell's day when the charge was made at the trot. The modern cow-boy saddle is of similar type and the rider uses a straight leg and long stirrup. These saddles are admirably suited for the purpose for which they were invented. But one cannot jump a horse properly in such a saddle. Baucher, the greatest master of Haute Ecole, never attempted jumping. Xenophon and Newcastle, masters in their duty admitted the fallacy of the long-legged seat in jumping. The long leg used by the British Cavalry after Waterloo was until late in the nineteenth century, suited for the use of the sword and lance in war. It was not suited for jumping. Our present cavalry saddle is much more suited for the long leg seat and the old heavy marching order. It is too high in the arches and too short in the seat. There is not sufficient room on the saddle for the knee in the correct place.

It is strange that the British Cavalry seat of a century and more ago is now adopted in a ludicrous fashion, by the so-called modern American saddle-horse riders in the show ring. If such absurd and artificial fashions continue it will not be long before the practical uses of the modern show ring will be hard to find. How much more elegant and practical is the seat seen in the British Hack Classes.

The hunting saddle, with the front of the flap cut well forward, is the only type that will allow the seat and legs to be close to the horse. So many English saddles have the front cut straight down; this allows no room for the knee to rest on the flap unless the leg is held much too straight with the stirrup much too long. Unfortunately, this of course suited the old sit back type of seat in the hunting field.

Special saddles have been intro-

duced by the Italians, and copied more or less correctly by others. They have marked forward cut to the flaps and some have knee-pads to increase the grip.

Those with a strong seat should not resort to too much mechanical assistance. But the padding in the sweat-flaps in front of the knees should be sufficient to prevent the knees from sliding forward off the saddle on to the horse's shoulder. With the straight cut flap, used so much in hunting and polo, it is impossible to keep the knee on the saddle if the stirrup is worn at a length to keep the knee in the best position.

The common belief that there is a difference between military and civilian riding, and a difference between show jumping and riding across country, should be exploded. There should be no difference at all. The horseshow should be a means to end and any rider or horse trained in the show ring should be better fitted for cross country work. The real object of the show would be as a school for the real thing, which after all is the *raison d'être* for indoor schooling. Otherwise the horse show defeats its own object. Unfortunately in the modern horse-show, rich owners who are seldom real horse lovers, resort to any practice to win at all costs. It is commercializing sport and departing sadly from the sportmanship and chivalry that have so nobly associated man and horse for so many centuries. No wonder real hunting men deery the show ring and ask what good it does to horse-breeding or to sport. Wealthy people who have no love for horses and many who have never seen their horses except in the ring, own their horses for the love of social distinction or notoriety, or due to the lure for the arc lights or the clapping of hands. Fortunately the British nation has not allowed real sport to degenerate as much as some nations.

To many it appears unreasonable to advocate revolutionary changes in the seat, even in face of what the camera tells us so plainly. There are many that cannot be convinced that the old sit-back seat in the hunting field and the lay back seat in the steeplechase are not the safest and the easiest on the horse. The fact that so and

ably. Everywhere one found breeding carried on upon sound scientific principles with results that encouraged the farmer to breed good horses. The percentage of worthless horses was small—the percentage here is far too great. Certain factors must be seriously considered. The successful breeder must have a knowledge of the science of breeding of conformation and type, of proper care of the horse and foal and its early handling. Why all other sciences are studied and taken seriously, and that of horsemanship neglected, is as difficult to understand as it is economically disastrous.

The lamentable ignorance and apparent total lack of horse-sense or horse-understanding exhibited on many farms, particularly in the Province of Quebec, makes it clear that something must be done to improve this unfortunate condition.

This article is written with the hope that it may be of some assistance to the horse breeder and that, indirectly, it may serve to improve those unfortunate conditions which are to be found, on many farms, throughout Canada.

Farmers these days should go in for mixed farming and the farmer who breeds a few good horses each year has always something to fall back on should his other stock or his crops fail. It is a strange fact that though many farmers breed comparatively good cattle and other stock, they seem quite incapable of breeding decent horses. The reason appears to be a lack of knowledge, both as regards care and breeding of horses. This lack of knowledge is often carried to the point of gross neglect and even cruelty. I have repeatedly been obliged to speak to farmers on the subject. It is not wise economy to neglect even an old motor car that is still serviceable, but to neglect horses by not feeding or caring for them properly is quite inexcusable.

It is quite common to see good young horses given nothing but the straw pile to eat during the winter and when not in the barnyard compelled to live in filthy, insanitary barns, full of disease-producing refuse, and either as cold as charity or as hot and unventilated

as a bake-oven. Their general health is seriously affected and their lungs, eyes and feet are often permanently injured. Feet, badly diseased or deformed, entirely due to neglect and ignorance are quite common. How can a young horse develop healthily without proper nourishment and a reasonable amount of care?

Worse than this is the great amount of almost unbelievable brutality that I have witnessed on some farms. This has been due to gross lack of horse-sense and partly to cruelty. Horses hit about with broom handles and pulled about and shouted at as if they were both deaf and senseless, whilst in many cases I am quite sure that such horses possessed far more sense than their feelingless, ignorant masters. The common way to make a horse get over in his stall is to hit him over with a broom. How can such horses grow up with tempers and manners that we see in places where horses are understood and loved and where they are cared for by people possessing in-born horse-sense? The condition of some of the stables in which these wretched horses are kept is terrible. It is deeply regretted that we do not find more farmers and breeders possessing this inborn love for horses so common in the old country.

The Canadian Racing Associations and the Provincial and Federal Agricultural Departments have done much to encourage the horse breeding industry by placing valuable thoroughbred stallions about the country and by making handsome grants. But there is a vast amount still to be done, and it appears that the chief requisite at the moment is to teach the farmer the proper care and decent treatment of his horses. The Canadian Hunter, Saddle and Light Horse Society is attempting to meet this requirement by spreading the doctrine of the proper care and treatment of horses.

The science of horsemastership and breeding must be taught and the farmer must be made to realize that he must study these matters if he is to make good in the breeding industry.

Under present conditions it

would appear most unwise to place thoroughbred stallions in those parts of the country where the horse is so little understood. Such treatment does enough harm to the commonbred horses, but it would do incalculable harm to thoroughbred stock. Thoroughbreds and half-breds require very different kind of treatment. It is just as important to breed well behaved nice tempered, docile, intelligent horses as it is to breed good conformation. The best made horse, lacking manners and a docile temper, is, in most cases, a dear horse at any price.

Most misfits are the result of the breeder not studying the type conformation, soundness and suitability of the mare and, possibly of the stallion. Old mares are as a rule not a wise choice. A very great percentage of the mares bred are not fit to be bred at all. They are bred because there is no further use for them at work, and they are often bred to stallions quite unsuitable to mate with them.

Stock suffering from hereditary unsoundness must never be bred from. Type and character must be bred for. The stallion generally gives the conformation and the mare gives the constitution. Generally "like produces like" in a fairly reliable manner.

The following unsoundness bars horses from being bred under the breeding laws; ringbone, sidebone, spavin, navicular disease, stringhalt, shivering, cataract, roaring, broken wind, defective genital organs, and periodic ophthalmia.

The type of horse required must be thoroughly understood and appreciated.

The mare must be chosen that is likely to throw a foal of the right

type. She must be of good width in the pelvis, i.e., between the hips because if she is narrow there she will never be able to give birth to a good foal. If the mare has certain defects, try and choose a stallion that is particularly good in those particular points.

Colour is not of great import although it should be remembered that the army will not buy greys, duns or roans. So in the event of a grey not fetching a market as a hunter or hack, the breeder will not have the army purchaser to fall back on. If a particular colour is desired it is possible, with reasonable luck, to get one's desire in many cases. The Mendelian Law of Dominance gives this order:—greys, duns or roans, bays or browns, black, chestnuts. Grey being the most dominant colour and chestnut the least or most recessive. If two chestnuts are mated the offspring cannot be any other colour, i.e., a more dominant colour. Two blacks could produce black or chestnut but not a more dominant colour. A roan and a bay could therefore produce any colour but a grey. There are of course exceptions to this rule as in all rules of nature, and in this case due to a 'throw-back.'

Good conformation must be understood. "Beauty is bought by judgment of the eye". The horse's general appearance and his anatomical conformation must be studied. In considering the latter a good horse must possess no bad faults and few indifferent ones. Type and looks are greatly a matter of opinion. No two judges have quite the same idea. The ideal horse to one judge is not the ideal to another. But on weak points no judges should differ. Correct angles, well made joints, correct



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lengths of levers, sufficient room for vital organs, the proper action of limbs and function of organs are the essentials that must be looked for.

A keen power of observation of detail coupled with sound knowledge and much practice are required. The eye must be quick to detect deviations from the ideal. When a horse fills the eye as an ideal type an effort may be required to see its bad points. In breeding classes the official standards must be used as a guide. The perfect horse is unknown. The thoroughbreds Hermit and Melton were two of the most perfect known.

The usefulness of a steel chain depends on its weakest link—so in a horse. One bad point is far worse than several indifferent points. But in the horse, one very strong point may be deferential, e.g., a strong body on weak legs. Then again a weak point may be partly counteracted by a strong one, e.g., a straight-shoulder partly overcome by a sloping arm [Humerus].

To be continued

A DIFFICULT QUESTION FOR YOUNG PEOPLE —WHICH SHALL IT BE, YES OR NO?

With appropriate answers, suggested by "Old Stager"

A little word, whose equivalent is "Nay"

Though small, is non the less, at times most hard to say.

You won't avoid it where you are, or go.

It simply either must be YES or NO!

When circumstances make a sharp demand

You cannot dodge the issue then on hand.

If what you mean to do is asked of you

Please give an honest answer—promptly too.

What you decide may mean a life times joy.

So be not weak and with the issue toy.

Your answer "Yes or No" when once tis given

Is then and there recorded right in Heaven.

If asked to leave your home, Oh! would you go?

Your answer would be prompt, emphatically NO!

Don't do a thing to grieve your dear Mother

You've but the one, and cannot get another

When choosing your profession, work or trade

Be guided by the choice your Dad has made.

He's had life's experience no less.

And knows the best reply for you, a "No or Yes"

If tempted from the narrow chosen path to go.

You'll please your God in Heaven by saying NO!

And when the time comes for you to choose a Bride
Don't rush at this, and in great haste decide.

Perchance the girl you fancy most for wife.

Is not the one to suit you best for life.

Maybe her sort would tend to bring you woe.

And make you wish, too late, you'd let her go.

Be very careful whom you choose to wed.

You can't in honour change your yes, once said.

When you have, once for all, made Godly choice

Then will heaven's host with righteous cause rejoice

God bless you, and your children every day.

Protecting you from virtue e'er to stray.

So when your span of Terrestrial Life is run.

You'll hear a very welcome—"Yes, well done."

When Peter opens wide the Heavenly gates for you

To let you through to be another of the chosen few.

By old Stager (D. W. Madge.)

Military Hospital, St. Johns, Que.

Officer (watching a certain tom-mind standing out of my shaving
my shaving in trench) "Get on water."
with your shave do not let me in-
interrupt."

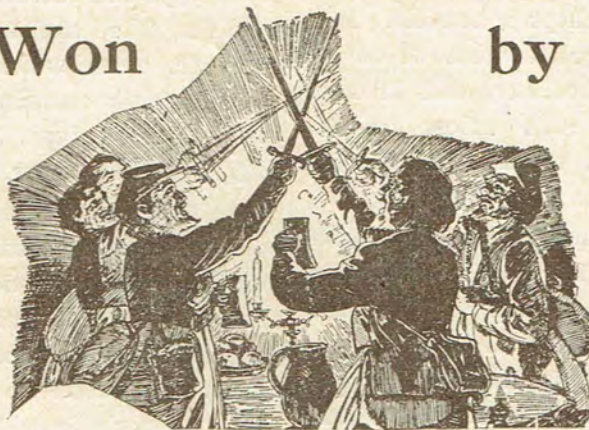
"All Right sir, but would you L/Cpl. (in charge of ride in drill
field) "Go around in a circle."

Troop goes around in circle for
five minutes.

L/Cpl. (Who cannot think of
right word of command) "When
you come to the end go straight."

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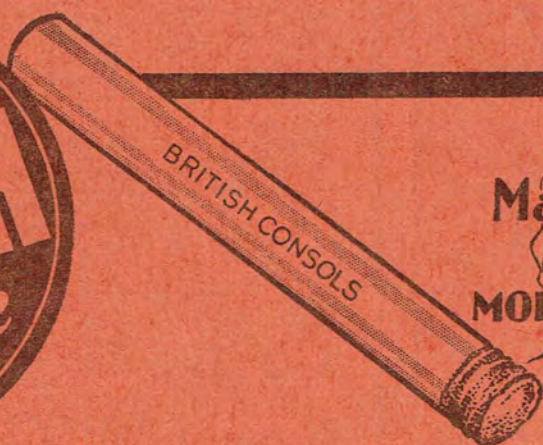


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